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GM GENERAL MOTORS

War-Craftsman

VOLUME 2 DECEMBER, 1943 NUMBER 14

That he may live!

H. S. WEEKS C. HARMAN C. T. WEEKS L. BEAL P. GANNON W. BEAR O. C. WEEKS H. LUKE R. LOCKE W. McNEILL D. MANNING W. SARGENT R. NORTHY R. SNOWDEN

500 NEW DONORS BY CHRISTMAS who will give their blood that soldiers, sailors and airmen of the United Nations all over the world may live. This is the objective of the "One for One" committee selected from GM employees who have given eight or more blood donations since the Oshawa Clinic was opened. A meeting of representatives of these many time donors, held recently, selected the Committee shown above to undertake the drive. "This is the best season of the year to send out an appeal of this kind," said one member of the Committee, "There could be no better Christmas gift than to offer your blood to save another's life."

—THE DRIVE IS ON, SEE STORY ON PAGE THREE

Ideas Keep Rolling As Plan Enters 10th Month

M. R. Carey, Shipping—$97.00

Hugh H. Hicks, Shipping—$151.50

Fred Crome, Shipping—$25.00

Joseph Mason, Material Handling—$141.19

Carlton L. Morgan, Trim Shop—$150.00

Frank R. Bennett, Trim Shop—$20.00

Francis F. Cornell, Body Assembly—$20.00

W. C. Lott, Body Assembly—$25.00

H. Sleemon • Paint Shop • M. Cookwell—$120.00

Norman E. Winter, Cost Accounting—$20.00

T. R. Rohme, Maintenance—$20.00

Clarence Brown, Paint Shop—$132.50

Six Men Benefit From New Suggestion by James Thom

With the Suggestion Plan at Oshawa entering its tenth month of operation, the Suggestion Committee reports that there is no shortage of men who can think at their jobs in the Oshawa plant, considering the large number of suggestions still being submitted and awards paid. It is pointed out that this is a tribute to the morale of General Motors workers in Oshawa and their determination to do everything in their power to hasten victory by cutting down the time and cost involved in building equipment for our fighting forces.

James R. Thom, who works in the sheet metal paint department, made a suggestion this month, which apart from winning him $146.85 in War Savings Certificates, allowed six of his fellow employees to collect to the extent of $47.50. Mr. Thom suggested that inspection plates should be sprayed with heat insulation cement, instead of being covered with asbestos, which was a more costly and time absorbing method.

Following is a summary of awards paid in Oshawa since the last list published in the War-Craftsman:

Award Winner	Department	Award
T. Howard Law	Aircraft	$10.00
William G. Fish	Material Handling	10.00
George Cheesman	Material Handling	5.00
W. R. Latham	Engineering	5.00
James R. Bryant	N.P. Tool Room	5.00
James R. Thom	Sheet Metal Paint	146.85
*Emil Kapczynski	Truck & Commercial	25.00
*L. Bradica	Sheet Metal Paint	4.25
*A. Hawley	Sheet Metal Paint	4.25
*J. Thornton	Sheet Metal Paint	4.25
*J. Barrow	Sheet Metal Paint	4.25
*V. Parfitt	Sheet Metal Paint	4.25
David Pitka	Shipping	10.00
A. Holdsworth	Inspection	10.00
Lionel Barks	Material Handling	5.00

Employees whose names are prefixed with an asterisk (*) did not make the suggestion indicated but they received awards.

Several Regina employees have qualified for awards under the Suggestion Plan, whose names and pictures are expected for publication in the next issue of the War-Craftsman.

Cartoon By Sykes

The "Windbags" cartoon was drawn for the War-Craftsman by Geoffrey Sykes of the Shipping Department. The January War-Craftsman will carry a story on this talented artist, reproducing some of his other excellent sketches.

News and Notes From B.C.I.

At the Shawnee Gun Club, a testimonial dinner was recently given in honor of Paul Collins, former Purchasing Agent for C.C.I. A swell party was arranged by Gerry Curley, who was also Chairman for the evening. Paul was presented with a handsome black Gladstone bag to express the best wishes of his fellow workers for luck and success in his new position.

* * *

Floyd Hastings of the Receiving Department left the gun plant to join the R.C.A.F. As a parting gift, he was presented with an identification bracelet and signet ring.

POINTERS ON SAFETY PRACTICES IN MATERIAL HANDLING AND SHIPPING

By Bill Fitches

Accident hazards in warehouses and shipping rooms are not usually considered as severe as those met with in general industry. Accident studies, however, show that a large percentage of accidents occur while handling or moving material. Since much of the work in warehouse or shipping departments involve the manual handling of materials and to a lesser extent mechanical handling, it is evident that accident prevention effort should be concentrated on eliminating unsafe practices and conditions in material handling operations.

All stairways and exits should be maintained free of defects or obstructions which might cause a person to lose his balance or stumble and fall. All treads on any given flight of stairs should be of uniform width and the risers should be of uniform height. Treads should be replaced as soon as they show appreciable wear.

Permanent ramps are used in some storage buildings, particularly where electric trucks or gasoline trucks and tractors are used for transporting material about the premises. Care has been taken to see that ramps are designed with an adequate factor of safety for the maximum loads to be carried. Do not overload any ramp. Where ramp is located so as to be exposed to the weather, arrangements should be made for prompt removal of snow and ice. Bins of sand should be available so slipping accidents can be prevented until the snow or ice can be removed. Don't go on to the ramp unless you are sure it is safe.

It is very important that floors should not be overloaded so as to cause a sag in the floor. A sagging floor can cause the toppling of piles which can seriously injure any person nearby.

It is also very important to repair at once any broken or badly worn floors. Bring defects to the attention of the proper authorities immediately.

To insure the safety of pedestrians, hand truck and power truck operation, aisles and passageways must be kept clean. At no time should material be left inside the yellow lines that mark the aisle.

All aisles leading to sprinkler valves and fire extinguishing equipment must be kept clean. Materials should not be piled close to sprinkler head as this will reduce their effectiveness in the event of fire.

Get Signals Straight

Crane movements should be governed by a well understood and uniform code of signals. The person giving such signals must be in full view of the crane operator. The crane operator should not take the signals from any other person than the one designated. Crane operators must sound the warning signal whenever there is any person in line of travel of the crane. Loads should never be carried over the heads of workmen below. If the load does not ride properly after it is hoisted the crane operator should sound the warning signal, lower the load and have it adjusted.

NATIONAL SAFETY COUNCIL

Another cause of accidents is the improper loading of hand trucks. Care must be taken in loading to place materials properly and securely fasten loads if it is necessary. Place heavier pieces at the bottom of the load and do not pile too high for safety. Trucks improperly loaded are a hazard to men unloading them since, during the unloading operation the load may shift and catch their hand between pieces of material or fall on the feet of the unloaders. Proper loading of trucks reduces the possibility of material damage or breakage.

Keep all truck equipment in good condition. A regular check-up has been instituted by our maintenance department for greasing and oiling and repair of material transfer trucks. All hand tools in shipping departments should be of the best type obtainable.

Goggles Stop Nails

To reduce the frequency of flying nails care should be taken in properly starting the nail and hold the hammer so that the face of the hammer does not strike the nail at an angle. Goggles should always be worn to protect the eyes from any object that is liable to fly.

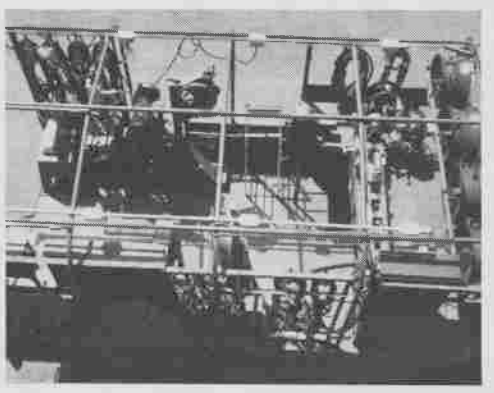
Loose nails should not be allowed to lie on the floor when the wheels of trucks pass over them, leaving the point sticking up at a good angle to puncture the end of your toes.

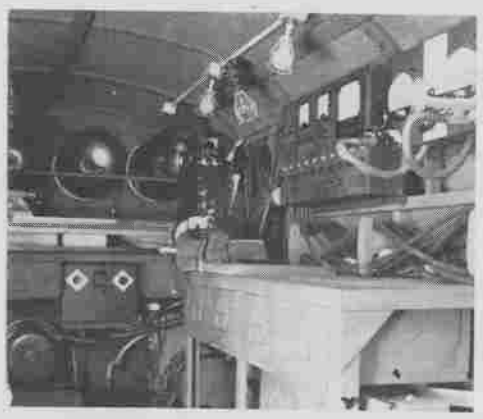
These few thoughts are intended to bring home to the employees of shipping and storage departments the need of greater attention on their part for their own safety.

Remember the best safety device is located above your ears. "Think!"

PROFIT BY MY EXPERIENCE says Harry B. Essery of the Fly-wheel Department at the Walkerville Engine Plant. Harry was operating a tapping machine while wearing a pair of gloves which the rules advised against using with this type of machinery. The spindle tore the gloves to shreds as shown in this photo and severely lacerated Harry's right thumb. He consented to have this picture taken because he hopes it may save others from having the same painful experience he had to undergo.

GM-Built Mobile Workshop Repairs Vehicles In Field





MOBILE WORKSHOPS such as the one shown in a top and rear view exposure have put our army vehicles back in shape at many vital moments on the spot in the North African and Italian campaigns.

Restoration In The Field By Complete Service Units Speeds Action

"If Mohammed can't go to the mountain, then the mountain must come to Mohammed." So in warfare when it is impossible for mechanized vehicles to return to repair stations at the base, GM war workers and designers have solved the problem by the construction of a Mobile Work Shop.

These workshops are very solidly built for use in forward areas where their crews quite conceivably may have to do their work under enemy fire. It is equipped to make emergency light repairs, or to do welding and battery charging in the field.

One can well imagine the joy and relief of the crew of a tank, gun tractor or universal carrier stuck in some God-forsaken desert or steppe, when one of these work shops on wheels heaves into sight.

As one can judge from the illustrations, our work truck body is of all steel construction and is known as a General Service Body. It is twelve feet long with twenty-inch sides and hinged tailgates. Screens, superstructure and tarpaulins are included to make the complete body.

Upon peeping into the interior of our work shop we find besides two large work tables, a myriad of tools, appliances, and as many surprises as a magician's wardrobe, and which would almost put to shame the instrument panels of a modern bombing plane.

Total 4,000 Years Service With GM

The men and women whose names are published in this column have accummulated a combined total of more than four thousand years employment with General Motors and its predecessors the McLaughlin Motor Car and Carriage Companies. Those who were originally hired in the last three months of the year, and thus have celebrated an anniversary during October, November or December are included. In addition there are many on this list about whom there is no information to indicate in what month they entered the service of the company. Other lists will be published in later issues of War-Craftsman.

50 Years or Over

John I. McLaughlin, Henry L. Howard.

40 to 45 Years

Robert Wiggans, Robert W. Flintoff, Edward G. Pollard, G. Northcott, F. Branton, G. W. Lee, William Perryman, J. W. Barrowclough, Thomas J. Soloman, Robert J. Hyndman.

35 to 40 Years

Thomas Sheard, E. C. Brockman, Horace Gibbs, Albert E. Smith, C. Pirie, Clarence H. Duncan, John J. Meyer, Robert G. Clark.

30 to 35 Years

Wallace H. Parkes, G. L. Bone, H. E. Hawley, Thomas H. Dunlop, W. J. Duncan, Edwin Poil, A. W. Baldwin, William J. Gibson, Everett Phillips, Thomas Bouckley, Joseph M. Brown, James Davidson, Joseph Davis, Mark L. Hill, Edward E. Bathe, John Matthews, John J. Nesbitt, Arthur Taylor, Alfred H. Barker, George Froud, James O. Welsh, Richard E. Kellow, Thomas J. Yeo. Frank W. Kemp, Parlane McFarlane, Joseph Patterson,

(Continued on page 10, col. 3)

STOP PRESS NEWS

DRIVE IS ON!

With the "One for One" Blood Donor Recruiting Campaign only one week under way, as the War-Craftsman goes to press, over a hundred pledge cards have been signed by new donors among GM folks.

Co-chairman Bill McNeill of the North Plant group reported that 47 new donations had already been accounted for by his Committee. These new pledges were coming mostly from the unloading gang, sheet metal workers, men from the tank line and Bill says: "The girls in the wiring and harness department are now beginning to come out strong for this all-important activity".

Howard Luke, Co-chairman for West Plant, said: "I feel certain that our section will attain at least our quota of the 500. Already we have turned in 54 new names and whole sections of the plant have not been systematically canvassed yet."

Ron Snowden, heading up the office section of the Committee, expects his organization to produce real results in the next two weeks. Representative employees, among those who have given at least six donations, have been chosen to head up the activity on each floor of the main office, Parts Distribution and War Parts offices.

Industrial Relations Manager Bob Reddoch said he felt certain that employees would respond in their usual enthusiastic manner to this appeal. The activity was completely organized by employees", he said, "and members of the Committee may be certain that the Company is behind their worthwhile efforts and everything will be done to facilitate the campaign."

VOLUME 2 OSHAWA, DECEMBER, 1943 NUMBER 14

Published monthly for employees of General Motors of Canada, Limited

Editor, GEORGE A. FLETCHER

Associate Editors

REGINA, R. P. WILSON OSHAWA, R. B. REDDOCH
WINDSOR, W. F. ROUTLEY, A. J. DENEAU, J. NEILSON
PHOTOGRAPHER, T. J. SIMNETT

• Editorials •

ONE FOR ONE

We predict a most generous response to the appeal for more first-time donors to the Red Cross blood bank. The campaign is a spontaneous effort on the part of some of the 8-time donors among General Motors employees. They have constituted themselves a responsible and enthusiastic committee and are making their personal appeals to non-donors with full co-operation of management. The need for more plasma is pressing and most war workers will be glad to respond once the situation is made clear. And who better to spread the gospel than those faithful ones who have been regular donors ever since the GM Clinic opened.

How have GM men and women figured in the blood bank totals? Well, the simple fact is that with Oshawa GM men and women in the armed services now over 2,000, the number of GM blood donors is scarcely above 1,000. There is a noticeable discrepancy there. Shouldn't it be more nearly "one for one?" One blood donor on the Home Front for every man or woman in active service! That means a thousand new donors as the objective of the Committee. It should be easy.

It is a very little thing, that lapel disc with its cross-bars of red—yet a thing of God-given, God-like strength and any man may have it and know its power. In this symbol our men in uniform may forever see assurance of a warm and powerful friendship.

So let's make it "one for one"!

ALL IN GOOD TIME

"Why doesn't the War-Craftsman write up the war product **my** department is turning out?" Whether in Regina, Windsor or Oshawa, some reader may have asked himself that question. It is a valid question and there is a sound answer to it. The answer is "censorship". Only a few days ago the War-Craftsman had an interesting article all ready about an important operation in the North Plant at Oshawa; pictures too, lots of them. The Chief Censor of publications said a firm "no" in red ink, not just to parts here and there, but to the whole thing. So it was laid gently away for future reference. As for Regina Industries and B.C.I. there is plenty of hush-hush in those directions too. However, we are 100% in the censor's good books so far and we intend to stay there. "All in good time" will be our watchword.

THE JOB AHEAD

The crucial months of the war are still ahead of us. We should be acutely conscious of the need for INCREASED effort, IMPROVED methods, GREATER efficiency, and, above all MORE EFFECTIVENESS FROM AVAILABLE MANPOWER.

In full realization of this challenge, we nevertheless are confident that, in co-operation with our military leaders, GM people will meet their responsibilities. As long as the "Big Push" is on along the battlefronts, the production push for more and better weapons will continue in General Motors plants—so that we may deliver, as we are now delivering, our allotted share of the overwhelming air power, fire power, armored power, mobile power and sea power which, on battlefronts the world around, already foretell the Axis' doom.

A Christmas Thought

★

CHRISTMAS 1943 is another milestone on the long journey toward world peace and freedom. This year we may look forward with new hope and confidence to the early resumption of those friendly personal contacts and the genuine spirit of goodwill toward all the world which have been increasingly absent from our Yuletide festivals since the war began.

While there is definite evidence that the tide of war has turned and that we may look forward to the return of freedom, there are actually more of our friends and relatives in the armed services this Christmas than ever before. It is with these men and women who are carrying the burden of the fight that our hopes at this Season are inextricably linked. Let us at home, who are privileged to maintain the semblance of the Christmas spirit, remember those who, far from home and loved ones, are spending a lonesome Yuletide, risking their lives to preserve the very spirit of Christmas.

Our own Christmas Season can only be a happy one if we dedicate ourselves anew to the support by deed and thought to all those who represent us on the fighting front. If we do this we can open the gates of the New Year with the knowledge that we are playing our part to hasten the return of Peace on Earth, Goodwill Toward Men.

It is with prayerful hope that this shall indeed be our last Yuletide of war that I wish all of you a Merry Christmas and a Happy New Year.

W. A. WECKER.

Peace Shall Be Thine

From time immemorial women have watched
Their sons, in the pride of their youth, march to war;
Have seen them returning maimed, shattered or blind,
Or mourned them in nameless graves, lonely and far.

And fathers, with tearless but grief-stricken eyes,
Clench-fisted from deep inarticulate pain,
Have tried to console them, who can't be consoled,
Have taken the name of their Maker in vain.

O! God! must it ever be thus on the Earth?
Is conflict our heritage down through the years?
Was Calvary's agony only to give
A father his anguish, a mother her tears?

Then out of the vastness enfolding the stars
And vibrant with Truth from long aeons of time,
A Voice, in rebuke, said "O! mortal unjust,
Why blame ye the God-head when yours is the crime?

For wars are man-made and, WHEN MAN WILLS IT SO,
ALL WAR MAY BE BANISHED FOR EVER and then
The life that the Son gave will not have been vain
And Peace shall be thine through good-will to all men."

Ye nations of free men confronting the foe
Who bring to the downtrodden welcome release,
When THIS war is over re-marshal your might,
Your union assuring the Era of Peace.

Let Briton, American, Russian resolve,
With China and all of the victor Allies,
That never again will the Axis hordes march
In panoplied might with the world for a prize.

Then parents no longer need face with despair
The hour when their sons must go forth to the fight,
And laughter of children once more at their play
Will ring out the triumph of Right over Might.

Aug. 1943 R. McNabb

GEMS OF HUMOR

Mrs. Nagger: "John, is everything shut up for the night?"

John: "That depends on you; everything else is."

* * *

Teacher: "Now, Joany, what is one-fifth of three-sixteenths?"

Joany: "I don't know exactly, but it isn't enough to worry about."

* * *

"How did you learn to use both hands equally well, Pat?"

"Shure now and me faether, he always said to me: "Pat, learn to cut your fingernails with your left hand, fer some day ye might be after losing your right hand."

* * *

"All my success in life," he said proudly, "all my enormous prestige, I owe to one thing only . . . Pluck. I want all you young men to take that word for your motto."

He paused impressively, and a small student seated in the front row asked.

"Yes, sir, but won't you please tell us how many and whom did you pluck?"

* * *

Sign at entrance to country home: "Watch out! Our dog is awfully careless since meat rationing."

* * *

Bill: "There's a certain question I've wanted to ask you for weeks."

Mabel: "Well, get a move on, I've had the answer waiting for months."

* * *

Judge: "For beating your wife, I will fine you $1.10."

Prisoner: "I don't object to the dollar, but what is the ten cents for?"

Judge: "That is the Federal tax on amusements."

* * *

Garage Mechanic: "What's the trouble, lady?"

Mrs. Newdriver: "They tell me that I've got a short circuit. Can you lengthen it while I wait please?"

* * *

Farmer Jones took his pig to town and sold it. With the money he bought a suit, a hat, a pair of shoes. Then he tucked the bundle under the seat of his wagon and said: "Giddap, Dobbin, let's get home and surprise Miranda."

On his way home he stopped at the river, took off his old clothes and threw them in and watched them sink. Then he looked under the seat for his new outfit. It was gone.

Back on the seat he climbed and said: "Giddap, Dobbin, we'll surprise her anyway."

* * *

Salesman: "Is your mother engaged, son?"

Little boy: "I think she's married."

Letters to the Editor

To The Editor of War-Craftsman

I should like to use the columns of our plant paper to heartily thank the executive of the General Motors Office Soft Ball League who were responsible for organizing the recent benefit draw in my behalf, and also those who worked with them in the disposition of tickets and to every individual who contributed in making the benefit such an amazing success. Since I am unable to see all the men personally, I thought you might spare me the space in the War-Craftsman, in which I could try to express my appreciation.

Of course the "windfall" was a complete surprise and I should like everyone to know that the cheque for $500.00 which I received was instrumental in meeting most of the heavy expenses incurred during my illness. I can think of no further words to express my feeling, except to say thanks again to all of you.

(Signed) Jack Carter.

The SWAP Corner

WANTED, a .22 rifle, good card table, or what have you to swap for a practically new Rolls razor. Call Oshawa plant local 441.

Mail your ad to the Editor, War-Craftsman.

FROM THE ARMED FORCES LETTER BOX

Tpr. Murray Snider, C.A.O., Formerly auto mechanic with Harriston Motors: "It is quite a change here and one misses the seeing of Canadian-built automobiles, and when one does see one he looks twice."

* * *

Sgmn. G. S. McLeod, C.A.O., Maintenance Dept., Oshawa: "They've got me driving a line training truck, going out laying cable. It is mostly for communications and is interesting work. I still haven't got much love for this country, as the weather is too damp to suit me, and I don't like these darn blackouts, it's getting dark so early now."

* * *

P/O Gordon Meyers, R.C.A.F., Tool and Die, Oshawa: "At the present time I am still training at an advanced flying unit, where we are taught combat flying and developing our technique of dog fighting. I am at an R.A.F. station, although there are over a hundred Canadian boys here, and they all seem quite contented."

REPORTED WOUNDED

Tpr. R. B. "Scotty" Gow, formerly employed in the Paint Shop at Oshawa before enlisting, is reported as having been wounded on Oct. 23 in Italy. Little is known about the seriousness of his wound, but Tpr. Gow's wife has been advised that he was hit by a piece of shrapnel in the left eye. "Scotty's" father is employed in the Truck and Commercial division at Oshawa. His parents, wife and small son Bobby are all residents of Oshawa.

Sgmn. H. B. Askew, C.A.(A.F.), formerly Maintenance Dept. Oshawa: "There is quite a number of Oshawa boys here, and they all anxiously await mail. We have a great number of GM built vehicles here and I have yet to see them in any serious trouble."

* * *

Sgt. Myron Fetchison, R.C.A.F., Shipping Dept., GM, Oshawa: "If it wasn't for the "English atmosphere" I would think I was at home. In my opinion the effect of war tension and nerves is more apparent at home than here. My morale has been boosted 100% by the attitude and surroundings right here. Judging from the number of home town boys I've met over here, Oshawa is well represented."

* * *

Pte. Eric Cheetham who has been with the Central Mediterranean forces since the beginning of Italy's invasion, writes his father Ed. Cheetham, North Plant employee, that he "ran over a land mine on a mountain road in Italy and got his left leg bruised. Eric's family have since learned from Ottawa that the leg was broken, although fortunately Eric is not permanently injured. Eric says that Len Tyrrell is going great guns in Italy and that Joe Conlin is still driving Chevvies in the "big push." He adds the interesting observation the GM-built army trucks seem to "have it all over anything else" for serviceability in the rough going encountered so far in Sicily and Italy.

* * *

Gunner Frank Latta, at one time in the Rods and Tubing Dept. at GM Oshawa, finds the English "tubes" quite bewildering. He says, "You can get on at one station and before you can take a breath you are past the next. Mostly always I pass right by my station. I used to find the money over here quite difficult, but I've finally got on to it."

"SHE DOES A SPLENDID JOB", according to tool room authorities at the Walkerville Engine Plant. She is Norma M. Brusutti, who has successfully invaded what was formerly always thought to be a stronghold of the male sex.

* * *

Pte. Ross Trull, formerly in the Maintenance Department at Oshawa says, "I was surprised to read in the "Front Line" of the changes around the GM plant, and that you are making Mosquito fuselages. They are wonderful planes and doing a good job of knocking the Jerries out of the sky. I am now in a workshop repairing trucks of all different types. GM products sure can take it, and I always feel safe driving or riding in one of them. I do hope this war is over soon and we can get back to our normal way of life once more."

* * *

Captain Gordon Creamer writes to Bob Reddoch that he is stationed near the ports of call in North Africa where the latter's destroyer used to dock in the last war. "They are using GM vehicles nearly 100%, he says, and "we get the usual favorable comments about the way they stand the gaff."

Captain Creamer recently sent his own Christmas Card to General Motors' people through the editor of the War-Craftsman. He extends the Season's Greetings to all his friends here and says the song "I'm Dreaming of a White Christmas" has a special meaning in North Africa that no one at home would ever realize.

THIS TRIBUTE in scroll form was presented to C.E. McTavish, who left General Motors to take up another important industrial position in Toronto recently. The names of C.E.'s friends in General Motors who joined in presenting him with a Cellarette, Sheffield Tray and Cigar Humidor, are written in Old English lettering on this testimonial.

Know Your Plant . . .

NO. 4 OF A SERIES
STANDARDS DEPARTMENT

Essential Facts Cleared by Standards Department

Basically, the Standards Department exists as a control over the manufacturing costs of the products made and sold by the corporation. However, this definition may perhaps be misleading by its simplicity, as the control of production costs involves a great number of factors affecting these costs, directly or indirectly. The setting up of controls, or "standards", over piecework prices and workers' hourly rates; the procurement of adequate machines, tools and equipment so as to produce our goods efficiently and economically; the regulation of supplies used in production are only some of the items entering into the functions of the Standards Department. These activities in turn involve many others of a more detailed nature.

DICK CONLIN

Some statistics reveal the extent of the work accomplished by the Standards Department are provided by "Dick" Conlin who supplied the information contained in this article. A total of 65,506 engineering notices have been handled and cleared by the Standards Department in the first nine months of 1943 and an equally impressive number of routing sheets issued to cover various operations give some indication as to this department's tremendous job.

Manufacturing Costs

The establishment of group bonus prices for manufacturing operations entails issuing many thousands of routing sheets annually, each with a reference to the particular part or operation concerned, the group of workers affected, the price established for the operation, etc. These sheets perform a two-fold function; they are the basis of payment to the worker for work performed, essential to the building up of the complete manufacturing cost of the product. The setting up of worker's hourly rates; workers either directly engaged in manufacturing processes or indirectly serving, i.e., as material handlers, inspectors, tool and die makers, maintenance men, etc., is a function of the Standards Department, which necessitates checking and approving all rates of pay whether those of newly engaged employees or those transferred from other jobs. These rates, of course, follow certain schedules, or "standards" established by the Standards Department.

A further control over manufacturing or indirect expense incidental to the production of army vehicles, aircraft, gun mounting, etc., is accomplished through the preparation by the Standards Department of annual expense budgets embracing all productive and allied Departments. Expenditures against these departmental budgets are tabulated for the guidance of superintendents whose responsibility it is to maintain their expenses within the limits established. In this connection it may be of interest to know that located in each superintendent's office is a chart set up which reveals to the superintendent his actual monthly expense compared to his budget allowed expense. These charts are brought up to date each month, which indicates to the supervision the account, or accounts, which require attention.

Issue Requisitions

All requisitions calling for machine tools, equipment, supplies, etc., are approved by the Standards Department before purchases are made, and where expenditures of this nature represent a considerable dollar value, appropriations are prepared by the Standards Department for approval of Management, after which the necessary requisition for the purchase of the required machine or item of equipment is issued by Standards.

Another important function of this department deals with "Special Orders". These orders are issued by the Standards to cover the making of special tools and equipment used in production; rearrangement programs within the plant; maintenance repairs and replacements; the reworking of productive materials due to engineering changes and a great many other miscellaneous items. Through the medium of "Special Orders" a control may be established over work done in the plant, and a cost is furnished, through labor and materials charged to these orders, to the Accounting Department.

Data Prepared

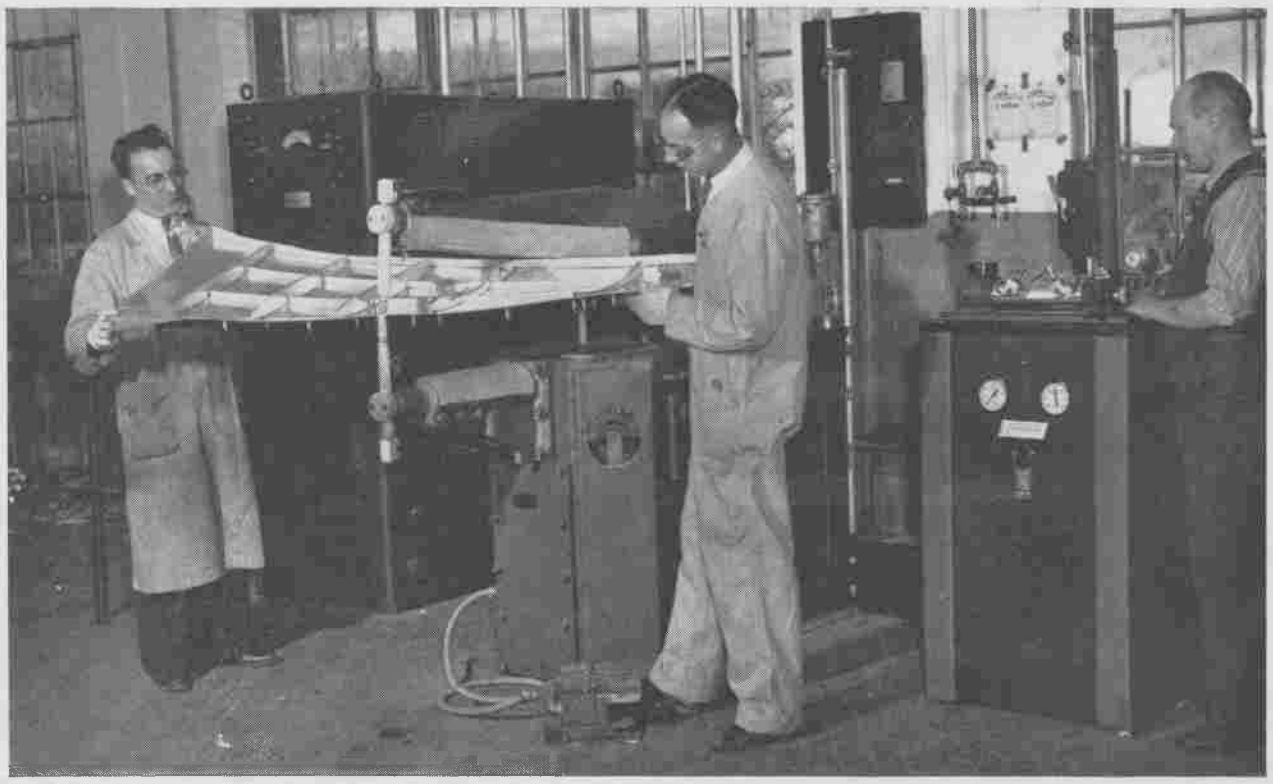
Before setting up contracts with the Department of National Defence for the manufacture of special war products, such as Gun Mounts, Aircraft Fuselages and Nacelles, Tank Hulls, etc., the compilation of considerable data is necessary, such as the number, type, capacity, and cost of machine tools required, the manpower needed, plant rearrangement and special tool cost estimates, etc., and the preparation of this information is another duty of the Standards Department.

In dealing with the activities of the Standards Department, it should be explained that this department plays a very important part in the "Suggestion Plan." A member of the Standards Department is on the Suggestion Committee, and all suggestions pertaining to labor and material savings are reviewed by the Time Study men throughout the plant, who prepare whatever figures necessary in order that the suggestion may be finally dealt with by the Cost Department.

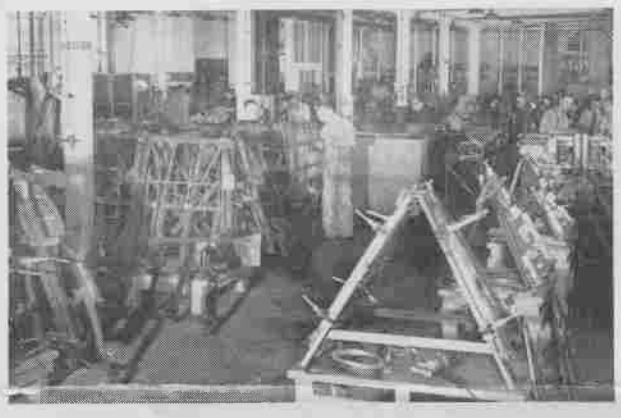
A further activity of this department is the handling of modifications pertaining to the Mosquito Aircraft program. Modifications might better be known as Engineering changes. Their part in this program entails considerable investigation on each modification in

(Continued on page 10, col. 3)

PRESENTING FIRST REPORTS ON TWO NEW GM



REFRIGERATED SPOT WELDING by a new process is perhaps the most unusual feature in the production of nacelles for the famous Mosquito bomber. Here this specialized job is seen being done by Dick Thompson, centre, operating the machine, left is Leo Legere, and right, beside the "Frostrode" machine, which freezes the spotwelding bars is H. Gentry.

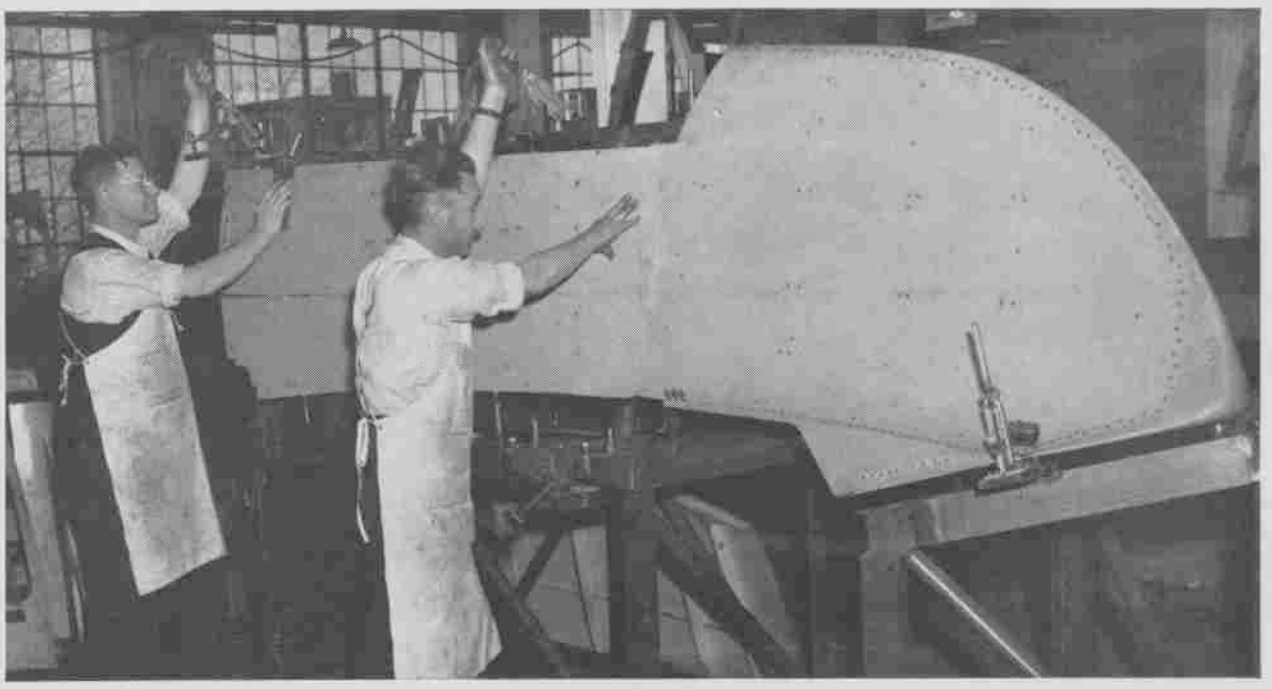


JIGS AND FIXTURES keep in shape several parts or sub assemblies which go into the making of the nacelle. The heated treated metal is shaped on these fixtures, drilled and clecoed, prior to being spot welded. Here Giles Tran and Jack Seeley drilling mid panels at centre.

ENGINE COWLING TOPS are set up over fixtures shown in this picture prior to the spotwelding operation. They are drilled and clecoed (a cleco is a small holding plug device) on these fixtures. Roy Hopps and Edmond Ross are shown doing this operation.

RIVETTING BY WOMEN OF THE AIRCRAFT DIVISION is done after the spotwelding operation is completed. Here a group of mid panels are seen in rows of holding fixtures. In foreground are Pauline Block and Adeline Roughley.

REVOLVING FIXTURES were set up for assembly operations. Here two tail sections are being drilled and clecoed in the foreground by Ernie Gomme and Ed. Button, in the background by Mary Cote and Jean Leznik.

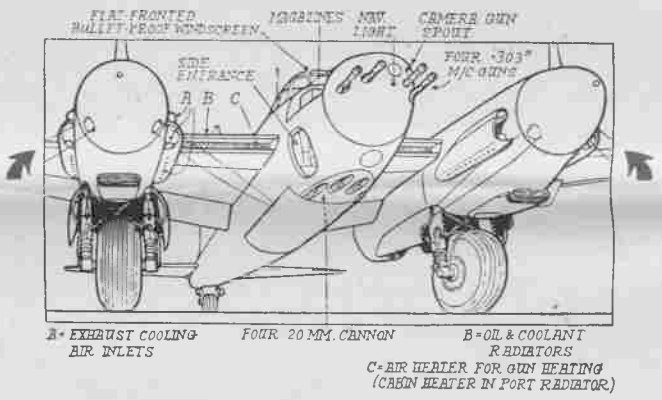


A SPECIALLY DESIGNED FIXTURE is used in putting together a rear end assembly on the mid panel of the nacelle. The operation is here shown being accomplished by Bill Noble and Ed Button.

TWO features distinguish the production of nacelles and engine cowlings for Mosquito fighter-bombers, by our Aircraft Division, from the mass manufacture of metal assemblies so familiar to all General Motors people.

One of the two unusual features is the heat treat operation which was described in a former issue of War-Craftsman. Here in a bath of liquid common salt, the aluminum sheets are heat treated so that they can be easily shaped for a short period before they revert to their original rigidity. The problem of how to spot-weld aluminum baffled experts during several years of fruitless experiments. The aluminum adhered to the welding contact points and it seemed that nothing could be done to solve this problem. But about the time the war started, a group of scientists discovered a new method that has now proved successful. At the start of the war there were no machines for doing this type of work in Canada, and it is thought that the only machines of this kind are now in operation in the making of these nacelles in Oshawa. The "Frostrode" machine, which keeps the contact points at below zero temperature allows for a split second welding contact, after which the points are too cold to allow fusion or the alloying of the copper welding medium with aluminum plates. The machine has proved very successful.

THE MOSQUITO II (FIGHTER)


FLAT-FRONTED BULLET-PROOF WINDSCREEN
IRRIDIUM NAV. LIGHT
CAMERA GUN SPORT
SIDE ENTRANCE
A B C
FOUR .303" M/C GUNS
A = EXHAUST COOLING AIR INLETS
FOUR 20 MM. CANNON
B = OIL & COOLANT RADIATORS
C = AIR HEATER FOR GUN HEATING (CABIN HEATER IN PORT RADIATOR)

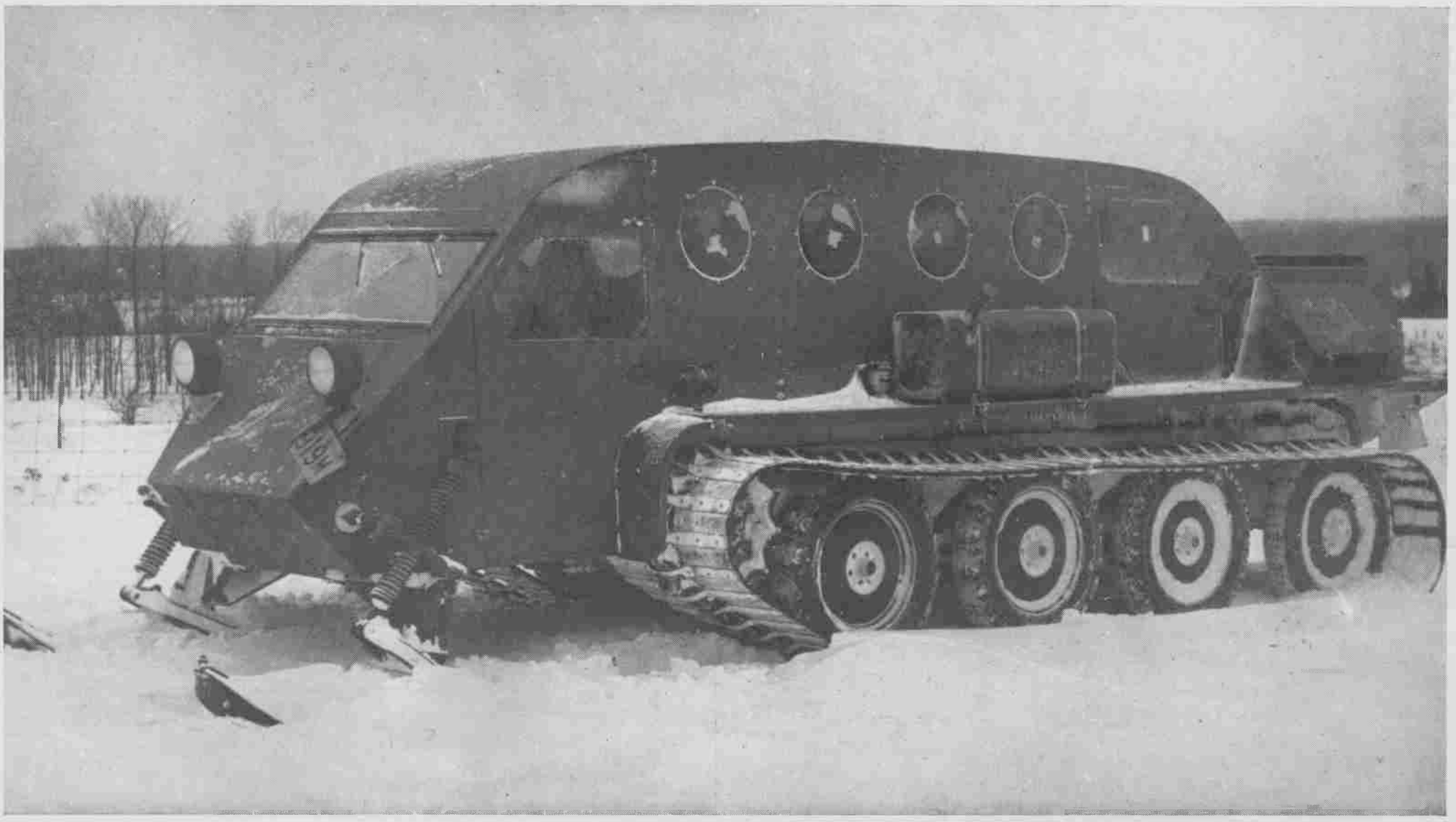
A DRAUGHTMAN'S SKETCH of the Mosquito fighter bomber, which shows at arrow marks the position of the nacelles and engine cowlings described in this story.

The port and starboard nacelles and engine cowlings are the only metal components of the Mosquito superstructure. These parts of the plane form the cradle for two Rolls Royce Merlin engines and the enclosure below for the Mosquito's retractable landing gear. Between the engine and the landing gear is a steel fire wall.

Nacelle and engine cowling production in Oshawa follow the general pattern of all aircraft work undertaken by GM plants. Most aircraft work had previously been hand-done. Typically, GM engineers set out from the start to produce these assemblies, using our mass production methods.

PORT AND STARBOARD NACELLES require a separate parallel set up of fixtures all down the line. In the previous picture a port job is being done. In this one a similar starboard is being rivetted by Marie Cote, assisted by Jean Leznik.

WAR PRODUCTS DEVELOPED AT OSHAWA PLANT



PILOT MODELS such as the "Snowmobile" shown in this picture are made by our Experimental Department under special orders from the Department of Munitions and Supply. This Snowmobile was entirely designed and constructed in Oshawa, and put through its paces under all sorts of winter road conditions last year. Snow drifts up to your neck are no obstacle to this combination sled, tractor and automobile. Other features of the experimental department are described in the story on this page.

TECHNICAL ENGINEERS WORK TO INSURE NO FAILURES FROM PREVENTABLE CAUSES

PAINSTAKING thoroughness is the keynote of all operations in the Experimental Department at the Oshawa plant. These impressions were given in the course of remarks by Chief Engineer, "Al" Maynard, and Experimental Engineer Russ Gage to the entire staff of the Experimental Department at a recent evening get-together.

"A new team, formed from men of varied trades who possess 'Know How' has been selected for the application of their skills and alertness to the requirements of the experimental inspection, repair and creative design work they do. The inspector-mechanic must take the necessary time to painstakingly disassemble a vehicle in for examinations and study the part which is under test; definitely find out **why** wear or failure has taken place, or turn it in with a report of his observations to the test laboratory for exhaustive scientific analysis. Preventive study and rectification of faults prior to field service safeguard our product.

"Ideas are welcomed from every member of the Experimental Department," the speakers said. The motto; 'When you're green you grow; when you're ripe you spoil' should be the mental attitude of everyone here."

Housed in the newly constructed building located directly south of the Main Office at Oshawa, the Experimental Staff and the Test Equipment is said to make up the most complete laboratory at its kind in the entire industry. "The responsibility of this division is to produce the finest fighting vehicles for our United Nations war effort," and "to use our test equipment and inspector mechanic staff so that our vehicles can not fail in the field from preventable causes."

Staff members include professional automotive engineers, specially trained operators of highly technical equipment, inspector-mechanics and test drivers, who hear the first responsibility of constructive investigation. In support, there is a competent, fact recording staff and office personnel.

Test Equipment, exclusively designed to supply breakdown point data on any part in automotive manufacture is provided. An example of these machines is: the Axle Dynamometer to test rear axles, transmissions and transfer cases under actual controlled load conditions. This equipment takes a rear axle, loads it to the capacity recommended for the vehicle it is installed on, runs it a recorded number of thousands of miles, usually far in excess of normal requirements, causing it to eventually wear out or fail. Then the engineer has a starting point for improving, redesigning and planning to overcome wear or breakage.

The Cold Room, which was the subject of an article in last month's War-Craftsman, is part of the Experimental Department's equipment.

There is a Chassis Dynamometer, which tests the chassis under load stresses, controlled to the last possible measurable degree.

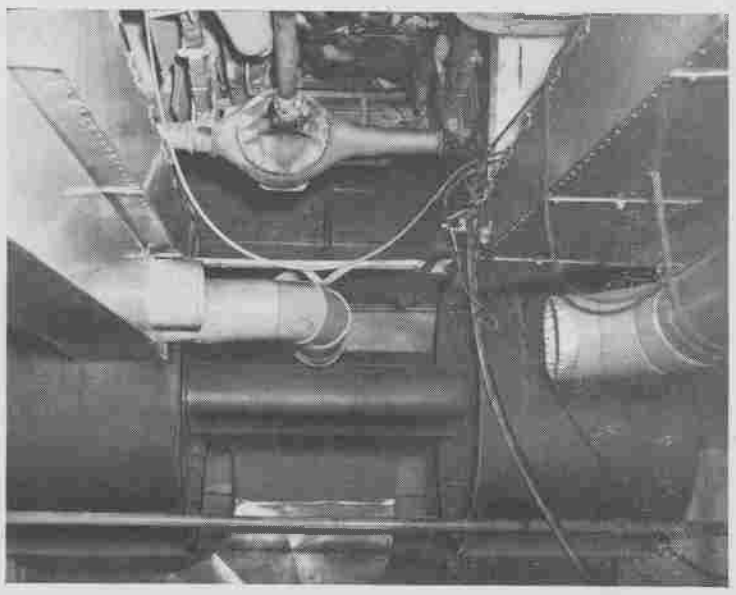
Various other Fatigue Machines, peculiar to the automotive industry, have been made to help arrive at the breakdown point of any conceivable part or tool in the building of vehicles for our United Nations war effort.

To develop a better awareness of potential danger, Bill Fitches presented some Safety First observations to the meeting.

"Who pays for an accident? The man, with his pain and suffering and his family by the loss of the earning power of the injured workman, and they also share in the anxious days that usually follow a serious accident. The man who does not wage eternal war on accidents in his department is failing in his duty both to himself and his job to keep down the production costs. Accidents put a charge on the cost of living of every man, woman and child in Canada. So each of us, rich and poor alike, pays his share of Canada's accident bill.

"We ask for your co-operation in the prevention of accidents. It is good business all round to prevent accidents," said Bill Fitches, who concluded his remarks with this poem:

"You may lead a horse to water, but you cannot make him drink,
You may send your boy to college, but you cannot make him think,
Your child may kneel at worship, but you cannot make him pray,
No man will work in safety, until he thinks that way."



WHAT THEY CAN TAKE, and what they can give in pulling power is actually weighed by the pull on these huge rollers of the dynamometer. The rollers are turned by the wheels of the vehicles undergoing tests in the Experimental Department at Oshawa.

NEWS FROM GM MEN IN THE ARMED FORCES

Four Out Of Five In Kiska Group Enlisted From GM

Find Jap Installations All Underground On Island

"There are five of us in Ordnance sharing a tent at this pin-point on the map that is called Kiska, and four of the five are old GM employees. They are Lieut. P. A. Soicher, formerly of Engineering Department, Oshawa, Lieut. D. R. Kennedy, an inspector in the Stamping Plant, Oshawa, Lieut. H. A. Johnston of the Cadillac Retail Branch, Montreal, and yours truly," says Lieut. Jack Smethurst in a letter to S. J. Parkinson, GM Zone Manager with headquarters in Regina. Lieut. Smethurst gives his address as 79 Kiska Vista (with apologies to Fibber McGee) and his letter tells a most interesting story of Kiska's occupation.

"When we hit the beach on landing we came over the side of the transports, down scramble nets, into landing barges and thence into shore as far as possible and then jumped into cold, cold water up to our waists, weighted down with a fairly good sized battle pack. Our first job was to make areas safe to move around in. The Japs had left plenty of demolished guns, generating sets, radar installation, submarine and seaplane bases, three beached ships and an airplane landing strip almost finished. There were also three broken up two-man subs, which are about 90 ft. long and 9 ft. through, and are driven by batteries and electric motor only. The Japs believe in putting everything underground—even to hospitals. Mostly though, the tunnels are for food and storage purposes.

We have been lucky as regards weather. September and October are the best months up here, and these islands are rightly called the "Cradle of the Storms". When you get a real Vancouver pea soup fog and a 50 mile-an-hour gale, it sure is something. At times it is reported to blow 108 miles an hour, and no wonder those little brown b----------s tunnelled away into the earth. This is a barren, treeless hunk of terra firma, but on the leaside of hills and in the valleys there is a heavy growth of tundra (very heavy, thick mixture of grass, stubby short bushes, muskeg, etc.) In places this grows to a height of 2 feet and is very spongy to walk on and that coupled with the fact that everything is either uphill or downdale, makes walking really a chore.

"Our food rations have been of the best, and we hope soon to have meat and vegetables (frozen) coming in, which should prove a delightful change from dehydrated food that we have been getting. We have a first class bakery set up now and have fresh bread daily, which is really a grand treat. We are very comfortable in pyramidal tents, sleeping on folding cots in sleeping bags and we have stoves. Our morale is very high and of course the $64.00 question is, when do we go back to Canada or where do we go from here.

FIGHTS ON TWO FRONTS Pilot Officer Bill Mason, R.C.A.F., now overseas, purchased $600. in bonds through his father, P. G. Mason, company canvasser and employee of 25 years service at the Oshawa Plant. P.O. Bill took part in the Mannheim raid over Germany, so therefore is fighting on two fronts. Douglas Ray Mason, formerly a G.M. employee, is a brother and also with the R.C.A.F.

Ignores Brass Hat; Revealed As "Andy"

Sanders Tells of McNaughton and Jack Benny's Visit In Sicily

Life for Cpl. Ken Sanders who worked on No. 2 Truck Line before enlisting in the army early in the war, has not been dull, even though he has been convalescing from an attack of malaria, contacted during the Sicilian campaign. Ken says he is feeling as "fit as a fiddle" now, but was pretty miserable after his time spent in hospital, before he was allowed to get up and walk around.

On one occasion during the first part of his convalescence, he reports in a letter to his family, "I was walking up the road to the place where we had to wash, when a staff car came along. I knew there was a brass hat of some kind in the car and you are supposed to pay compliments to the person in it. Well, I, feeling lousy, said to hell with the car, and it went past me a few yards, then pulled up and stopped in front of the reception tent and who should get out but General McNaughton himself, and a couple of his aides turned and gave me a searching glance." Ken says that normally he would have felt embarrassed but malaria seems to leave you with a 'don't-give-a-damnish' feeling.

"Jack Benny was here in person the other night, and he certainly was good too. The boys gave him a real reception. He is still running down Allen, and it was good to hear him again. I never expected to see him in person and particularly away out here in Sicily."

New Names ON THE GM HONOR ROLL

OSHAWA

William H. Angus.
John A. Archambault.
Steven Artym.
Hector E. Ballantine.
Robert Bezzant.
Richard D. Brewer.
Thomas Broadbent.
Malcolm Christie.
James D. Clarke.
William V. Clement.
Maude I. Cooney.
Ross H. Cooper.
William J. Craig.
Robert J. Dafoe.
Cacan J. Darragh.
Bernard B. Dickey.
Jean E. Eyre.
Doris A. Fenton.
George W. Gay.
Howard J. Grosjean.
Murray J. Hale.
Floyd G. Hamilton.
Robert J. Harman.
Arthur W. R. Harmer.
Frederick J. Hill.
Arthur W. Howard.
Orval N. Jackson.
William O. Keetch.
Howard W. King.
George Kurelo.
Gordon Leon.
George F. C. Lindsay.
Harold E. Linton.
Joseph Lukanovitch.
Melbourne R. Magill.
Ray D. Mason.
John R. Matthews.
Ross E. Mills.
James B. Morgan.
Harold E. Mosier.
Walter R. Murphy.
Henry W. McQueston.
Terrance J. Nolan.
Jack S. Norris.
Stanley H. Ogden.
Harry W. Osborne.
Ralph L. Parrott.
Frederick O. Popham.
Seymour M. Prest.
John B. Regan.
Edmond O. Reigle.
Ross E. Richards.
William Richardson.
William M. Ross.
Talbot T. Ryan.
Samuel L. Sabins.
Dillon C. Sawyer.
William E. Shaw.
Gerald E. Simons.
Gordon E. P. Sloan.
Howard W. Smith.
Stephen Sobil.
Clarence E. Spicer.
Ross C. Stainton.
Joseph K. Teatro.
Peter Yourkevitch.

REGINA INDUSTRIES

Frank M. Auld.
John P. Bremner.
Louis Bedard.
Frederick M. Coffereta.
James B. Devitt.
John Stanley Dornan.
Lily G. Genthon.
Vivian M. Holden.
Vernon L. Holmes.
Leo Osczevski.
Nicholas Sawchuk.
Edgar W. Statt.
Bennett Strngest.
William E. Wright.

WALKERVILLE

Robert Henry Baker.
Fletcher Bradley.
Bernard T. Dunning.
Leonard G. Emery.
Raymond Gelinas.
Rhial B. Gingras.
Jack Hanke.
Francis A. Holmes.
Garnet W. Jonas.
David H. Kelly.
Frank A. Kelly.
Harold B. Kennedy.
Alfred O. Mitchell.
Dean T. McDougal.
Murray F. Newman.
Arvo A. Niemi.
Jos. A. Pare.
Walter Wm. Skorochid.
George Allan Szos.
Lyons Goodman Thorne.
Arthur Torell.
Hiram Thos. Wilson.
William A. Wright.

DEALERS

Leo A. Battison.
Kenneth O. Bolin.
John Edward Breckman.
Russell E. Brown.
Elmer Buhr.
Leonard O. Buhr.
Elmore Harris Carswell.
William Deacons.
Ivan McLay Fallis.
Morris Fennell.
Alvin Fenton.
Albert F. Glydon.
Les. Ernest Halloway.
Glenn O. Hamre.
Kenneth J. Keoghan.
John Gerald Langin.
George Long.
Frederick Metheral.
John Francis Miller.
Lyle Wm. Miller.
John E. W. Mitchell.
Andrew Clair Murray.
J. J. McMullen.
Allan C. Nisbet.
Arnold Woodrow Piper.
W. Y. Qually.
Daniel L. Reid.
F. O. Sylte.
Gordon W. Stewart.
Patrick M. Sangster.
Jos. Wm. Wade.
Ronald Edward Wiley.
Frank Zauislake.

Moncton Depot

George E. Worth.

In Memoriam

Nowhere in the English language has a finer tribute been paid to men who died in the service of a great cause than these words which are taken from Lincoln's famous Gettysburg address:

". . . that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion . . . that we here highly resolve that these dead shall not have died in vain . . ."

This month's casualty lists include three men whose association with General Motors makes it fitting that their passing should be honored in the columns of General Motors employee publication.

Pilot Officer "Wally" Roberts

Pilot Officer Walter "Wally" Roberts, whose wife, the former Eira Toaze is a member of the Aircraft Standards Department staff at GM Oshawa, was reported killed in action in India on November 4th. He is the son of Mr. and Mrs. Jack Roberts of 50 Greta St., Oshawa.

* * *

WING COMMANDER HAROLD KERBY, whose daring exploits date from the Battle of Britain, until quite recently when he was made a Wing Commander, had been much in the news, is now believed to have been killed in action over Germany last month. Harold was a former Oshawa boy, whose father, Roy Kerby, was for many years in executive positions at General Motors and is well known to GM people.

* * *

Sgt. Keith Ross

SGT. KEITH ROSS, who enlisted in the R.C.A.F. on leaving the Engineering Department in the main office in Oshawa, was killed in a flying accident over England on November 11th. Keith's father, Bob Ross, a member of the GM Overseas Service Division, was stationed in England at the time of his son's death, and thus was able to attend his funeral. Born and raised in Oshawa, Sgt. Ross was an outstanding track star during and after his high school days.

Near 1000 GM Bowlers Form Fifteen Leagues

Veteran Bowlers Still Good; Xmas Festivities Planned

Nearly 1000 Oshawa employees are playing in organized bowling leagues, which patronize the local bowling alleys every week. Close competition and keen interest feature the activity which includes 8 men's leagues, 3 mixed leagues and 4 exclusive girls' leagues. With the close of the first section, secretarys of most of the leagues advised the War-Craftsman that there are few record breaking scores, but that the average bowling of the rank and file this year seems to be a little better than it was in 1942-43 season.

Several of last year's top bowlers are again out in the lead in their respective leagues. These include such well known top flight bowlers as Olive Frise and Viv. Elliott of the Parts Department Women's League; Milt Morris and Bill Gummow of the men's league in the same department, whose averages for the season are both over 210 per game.

The crack main office men's league seems again to have a slight edge over all other groups in top scoring and high average honors. With the first section complete, Merle Corrin's Bombers were out on top in this 10-team league. Four players have all recorded three-game scores over the 700 mark which is high class bowling in any circles. These men are: R. Mackie (brother of the Oshawa record holder, "Peg" Mackie), Clare Elliott, E. Hurst and W. James.

The "Hit and Miss" League which seems to have more fun than most, is now making preparations for their "Fowl Roll", an annual December event. This league has the unique feature of presenting a cup each week, not to the winner, but to the lowest player for the evening. He or she receives a silver cup, which contains a lemon, and which must be kept until the victim has bowled two games in a row with a score of over 125 each.

Groups which have not been mentioned in the foregoing account and from which news is expected for later issues of the War-Craftsman are: the Girls' Aircraft Purchasing, Wiring & Harness Department League, Men's Engineering, the West Plant, Tool and Die Department, the Truck Plant and the Automobile Workers Local. All have their own leagues with a full quota of members competing every week.

The month of December is always a big month for bowlers and the thousand odd participants are all practicing hard to win one of the many prizes that will be up for competition during the Christmas season.

Oshawa Office Hockey

The Main Office Hockey League is well under way with a total of a dozen games already played. At time of writing the Payroll team, which selects its players from the Payroll and West Plant Standards, is leading the league. It is a close race with three other teams competing for honors in the first section of the year's play. The "Engineers", "Combines", which is made up of players from the first and second floors, and third floor "Accountants" complete the four team league. Executives of the league are: Bill Parmer, Pres.; Dyson Brooks, Vice Pres.; Bruce Anderson, Treas.; Pete Makarchuk, Sec'y.

Following last year's precedent, the Office Hockey League is planning to wind up the season with a surplus which will be turned over to some war charity. Money will be raised through small admission fees and a prize draw to be held later in the season.

The brand of hockey played in this league has been commented upon as "surprisingly good" by a local sports editor, and fans who have seen the games thus far, continue to turn out and bring others with them.

Senior referee is Hap Hammill, former Oshawa semi-pro star and Harry Lott who was also an Oshawa hockey star in the '20's, coaches the Payroll team.

Regina "Commandos" Out For Gen's. Scalps

Regina Plant Social and Athletic Club Holds Masquerade Dance

Pictures of members of the "Commandos" will be available for the January War-Craftsman and an account of the team progress which will measure its chance of coming east to meet the Generals is also expected.

Our Regina reporter tells us that once again the Commandos are after the Generals' scalp (winning the Memorial Cup would be only incidental.) But just to add weight to the threat he points out Joe LaBreche, who is a member of the Royal Canadian Mounted Police between hockey games, and brother, when they're hefty enough for that they ain't pee-wees.

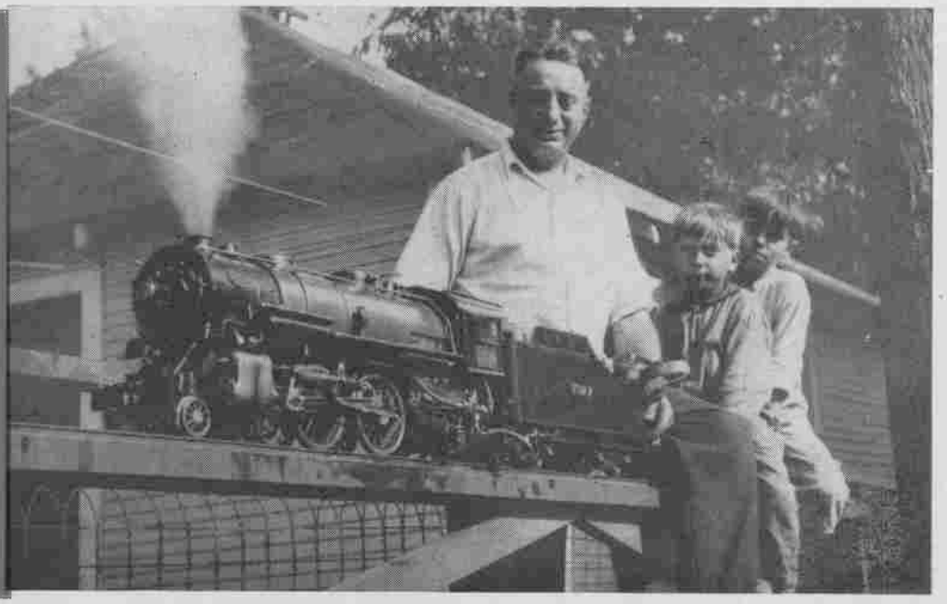
R. I. L. Masquerade

The Social and Athletic Club of Regina Industries held a highly successful masquerade dance at the City Hall on Hallowe'en night. With Jack Martin in charge of arrangements and George Soutar as Master of Ceremonies, the affair was really a pip. High spot was the presentation of a Gruen wrist watch to Norma Nelson, winner of the recent beauty contest. Walter Eilers, well known Regina jeweller, donated the watch and made the presentation.

A number of costume prizes were also awarded, costumes being judged by Miss Mary Robbins, Charlie Burns and Scotty Wilson.

HOBBIES

BUILDER OF MINIATURE LOCOMOTIVES is Frank Birch of the Walkerville Engine Plant Tool Room. Frank has followed this hobby for many years and is well known to model builders of Canada and the United States. The locomotive is a perfect working model and built to the scale of ¼" to the foot. Here Mr. Birch is shown with two of his children playing train with one of his models.



The whole Japanese program in conquered Manchuria had indicated their determination to hold that section of China which is so rich in natural resources.

This was the third successful program put on by the Vets in their Fall Season activities, the first two being public concerts in the Oshawa Collegiate Auditorium.

September Concert

The season's first concert at the Collegiate was a "Concert and Draw". On viewing the large audience the M.C. (Percy David) speculated "a million", we guessed "half Oshawa"; actually it was all the Auditorium could accommodate. The program was lively and amusing and the variety well balanced. The star of the show was a Master-Magician, the Vice-President of the Maltese Society of Toronto—whose presentation was considerably heightened by his dialect. The acts were all very good and the applause was generous and impartial. Oshawa appreciates a "good show".

Two outstanding artists featured the ience. Starting out one of these sketches with the words "Huelwen" he drew a series of dashes which was finally revealed to be a lifelike sketch of the Gold Cup and Saucer winner's owner General Motors President, R. S. McLaughlin. His final sketch brought the whole audience to their feet in tribute. He began with a map of England and Scotland, which by one touch was transformed to look like a chicken, over which the artist inscribed Churchill's famous words "Some chicken, some neck!" Three more lightning-like strokes, the picture turned over and there was "Winnie" smiling out at the audience with the usual cigar in his mouth.

Vets December Features

Two other functions are marked on the Vet's calendar for 1943, both to be held in the Oshawa Collegiate Auditorium. There will be a Christmas Raffle Draw on December 10, and the annual Children's Christmas Party on Dec. 11th.

STARRING IN TWO CONCERTS sponsored by the General Motors Veterans' Club, was this talented accordianist, Dorothy Marrill. Dorothy has appeared in scores of concerts and special events all over this part of the country, during the last few years. She is also an accomplished pianist. In private life, Dorothy is Mrs. Doug Youngston, whose husband works in the Export Department at Oshawa.

[illegible] to be maintained [illegible] dards" decides which is the most logical department to perform the required operation. They also decide what finishes are to be used, and where these finishing jobs are to be done.

To a large extent the Standards Department serves as a clearing house for a great deal of essential information required by Management and various departments within the General Motors organization, as well as by Governmental Departments interested in our war production.

4000 YEARS OF SERVICE

(Continued from page 3)

Alphonse Dionne, George A. Mcquarried, H. B. McCabe, W. B. McGrath, John W. Edwards, Edwin F. Farrow, Amos M. Hartman, Alfred Wallbank, Harvey N. Hagerman.

25 to 30 Years

Christopher Willoughby, Ernest F. Weeks, Alexander W. Walker, Frank Gormeluck, Alfred E. Goodall, Earl J. Dearborn, Chas. G. Davis, Joseph Bircham, Lorenzo Willson, John X. Smith, Harold Sleeman, John Morgan, John Michalzuk, Elonzo Ledgett, Nelson Kellar, Charles V. Ireland, John H. Beamish, Henry A. Gibner, Norman E. Hamlyn, Arthur Dobson, Thomas G. Laurie, Francis Manuel, Gilbert Noxon, Oliver Pierson, James A. Blight, Sidney Burnett, Eva A. Culling, Thomas G. Dayman, Albert Devenish, Charles R. Elliott, James A. Flath, Matthew Leyden, James L. McCabe, William E. McLean, Sandford Perry, Albert E. Sargent, Joseph W. Wiltshire, Delbert S. Burnie, William Harding, Edwin Clark, Orley E. Corey, J. L. Cockburn, Edith Mann, A. Vaillancourt, N. Dunford, A. Stevens, Percival Allman, W. E. McLean, W. C. Sellick, Erick C. Dafoe, J. Conlin, H. Stone, A. Jackson, Ettie J. Brimcombe, Friar Denismore, J. Callaghan, S. Moffatt, C. H. Lee, Errol R. Trew, William H. McCullough, John Sawyer, Donald Rutledge, Frederick Harding, Ernest J. Luke, Walter R. Lynde Cecil G. Rowden, William L.Mitchel, Frank Proctor, Christopher C. Murty, Karl S. Cliff, Frank J. Grigg, Elbert J. Bowman, Howard S. Dell.

[illegible] daughter of A. H. Stevens, who guides the affairs of the Sales Business Management Department at the main office in Oshawa. Helen's award is valued at something over $100.00.

Reproduced below is the essay entitled "Canada" which won second prize for Miss Stevens in a contest conducted by the publication "Canadians All."

CANADA

You and I shall wander by ourselves
Through Canada tonight
To see it face to face,
For figures on a white page dull the mind,
Theories change,
And only the limitless song of Canada
Is constant,
That of stretching roads full of articulation,
The quick steps that freedom breeds,
That of the smooth axe, high swung in forests,
The impact as of a tower falling,
The strong delicious smell after,
The spontaneous laughter of the lumberman,
The immense silence of the redwoods,
That of sluggish parallels of logs on the river,
Their sudden plunge,
The rapids, noisy shallow vivid,
The logger, crimson-clad, marshalling the logs
With his pike and riding the top of each green, deep swell,
The treble of his call above the danger;
That of serene-moving wheat plains,
The pour of grain—sunshine in great-bellied elevators;
That of cities—
Ottawa, Winnipeg,
Calgary,
Toronto, Vancouver,
Halifax, Hull,
Montreal and the Soo,
Tiers of chimneys, the power of their theme,
The bright paint of the locomotive, sleek-metalled,
Black, waiting at the station.
The dirt, the disappointment, the promise the planning,
The immigrant afoot with his vision.
The manufacturer behind his black cigar;
That of the drag of boughs with plums like midnight,
Sweet-prism apples, peaches and pears;
That of the miner descending the pit,
The chant of his pick against the rock;
That of flopping layers of fish being hauled,
Up to the prow of the boat in nets;
That of independent thoughts, the fear and delight of them,
Thoughts of autonomy, religion, daily life, philosophy, education;
That of the doctor, lawyer, miner, layman, poet, fisherman, machinist, clergyman.
Each man wiser than the other, each man greater than the other;
That of all things, great and small, becoming composite fusing.
Into oneness and disintegrating into a thousand,
As you and I stand balanced in time,
Deeds, yet unseen form before us,
I see mistakes, retraced steps,
But Phoenix-like, Canada rising again and again
Refreshed with larger truth,
For the fellowship of the races
And the freedom of our souls.

What's Cookin'?

BY CATHERINE

. . . . and Inhale Slowly

There is something heart warming or should we say "tummy" warming about a big bowl of homemade soup. But soup as mother used to make it, has become almost a memory, because it's not exactly economical to keep a soup pot simmering on an electric stove. However, it is possible to keep a "stock" pot on the go, even if it is necessary to conserve every kind of fuel. Use low heat to draw out the flavor, without boiling the liquid away, and then place it in the refrigerator, or some other cool place. Meat is a very necessary item for a good stock pot, so begin by collecting leftover bones from roasts, steaks, chops or poultry, and occasionally throw in a raw soup bone—but be sure to have, the butcher crack it for you. Cover the bones with cold water, add sliced raw onions, raw carrots, celery, cerlery tops, parsley, salt and pepper—in fact all kinds of things go into the soup pot—and generally do. Cover, bring to a boiling point, simmer for an hour and a half, then strain, cool, skim off the fat, pour into fruit jars and store in refrigerator.

Nail That Roomer

There is one thing the woman of the house has something to say about—and that is whether or not boarders or roomers could be taken into the home. But even though you have never been accustomed to having outsiders in your home, remember that these are unusual times, and the housing situation is acute. Wouldn't you like to share what you have with others who are also trying to do a good wartime job?

Overalls and Old Lace

Have we any grandmothers working in our Plants? All across Canada grandmothers have put down their "knittin' and their purlin'" and left their comfortable domestic routine, to take up the weapons of war production. They have invaded munitions plants, ship building works and factories of all kinds. The majority of them are carrying heavier loads, because in addition to their eight hours of war work, they are continuing to do all the housekeeping and shopping. Many of them have son's or daughter's families back living with them, while the menfolk are off to war. We would like to hear about some of our grandmothers. Surely, there must be plenty. First to report will win special photographs.

Paper Chase

Drives for paper salvage come along with such frequency, we are bound to ask from time to time, why? what do they want if for? What good is waste paper? In a recent Wartime Information bulletin an explanation is given that so-called waste paper is needed for re-pulping into cardboard, used for shipping munitions, for making wall board needed in barracks and for Spitfire gaskets, along with countless other things. It is also stated that paper salvage saves labour, because it takes fewer men to reclaim them to manufacture new paper. So, please continue your practice of stacking all your old newspapers to await the regular visit from the paper salvage workers. It's a necessary and vital contribution. The Paper Controller recently told a group of plant paper editors why old newspapers were not gathered more often than some people seem to think they should be. It is simply a question of available storage space in the reclaiming plants to keep the waste paper before processing it for our use.

A HUNDRED DOLLAR CASH BOND BUYER is Mrs. Dorothy Jackson, of Oshawa's Wiring Harness Department, who is a member of a war conscious family. Her husband is in the army, one brother in the navy, a second brother in the army, and a third brother in the American Air Force. Her only son has gone to help his grandfather on the farm, in an effort to take the place of the three boys serving their country.

Crumbs of Comfort

Here's a morsel of comfort for those of us who are overweight, or let's say a bit hefty, and know we should do something about it, but somehow, just don't. Dr. L. B. Pett, Director of Nutrition Services has something to say on the subject of diets and weights. His contention is that a little extra poundage is good health insurance, and that girls who try to lose weight by going without breakfast, refusing to drink milk or eat potatoes, will find that they are much more apt to pick up colds, or any other disease that's going, also their efficiency is reduced. His advice is to use will power and strength of mind to resist a second helping of pie or cake, the sundae, bottle of pop or chocolate bar, for these things add pounds without making any contribution to health or beauty. Milk and fruit make ideal snacks, at rest periods or any time, and pay dividends in health as well as energy.

Toying, With Education

The faculty and students of the Oshawa Collegiate have taken on a very worthwhile job for themselves, in our opinion and deserve a great deal of credit for their efforts. All the students have been asked to canvass their homes and their friend's homes for broken toys, particularly kiddie cars, waggons, tricycles, sleighs, etc. They are then deposited in the various workshops of the collegiate and the boys go to work repairing and repainting them. The Art Department has taken the broken down dolls, which are also rehabilitated. These re-juvenated toys are then sold and the money realized is directed to the Red Cross and other recognized war charities.

The Do-Decalogue

We also have some "dont's" for the soldier's girl too, but if you follow the "do's" then you won't have to worry about the "dont's."

Do be neat—your soldier has to be.
Do be subtle about paying your own way.
Do be honestly appreciative of anything he does for you.
Do tell him how handsome he looks in uniform.
Do think up pleasant subjects to talk about.
Do broaden your interests so you'll feel closer to your soldier.
Do learn to recognize army insignia.
Do make reservations for overnight stays before you visit camp.
Do have your soldier's complete address with you in writing, if you go to camp.
Do plan to entertain yourself without complaining while he's on duty.
Do wear feminine (but not fussy) clothes.
Do act easy and natural—no posing.

The Other Side . . .

The French have suffered impoverishment at the hands of the Nazis to the extent that landowners will exchange a full-grown calf for a box of face powder. Through the underground, a letter providing this news has reached the outside world. It also stated that when a friend of the writer had a baby he gave her his family's last safety pin.

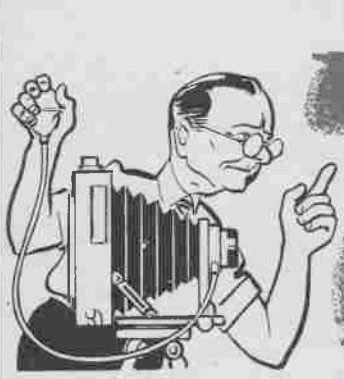
MR. AND MRS. ROSS DREW AND ATTENDANTS. The wedding took place at St. Andrews Church, Oshawa on Oct. 2nd, 1943. Left to right they are: Roy Cornish, Tom Wynn, (Regina) Ross Drew, Accounts Payable, Marion Drew (nee Whittaker) Payroll, Eileen McColm, Bernice Whittaker, Jack Durie.

MRS. BILL TRIBBLE, formerly Marjorie Legge of the United Motor Service Division, head office, and her bridal attendants, Miss Helen Anderson, Toronto, bridesmaid and Miss Mary Hezzlewood, flower girl. The wedding took place in Oshawa on October 16th, 1943. Bill Tribble is a veteran employee of the shipping department administration office.

VICTORY LOAN OFFICIALS and visiting celebrities were fortunate in having attractive June McCreath to act as chauffeur for them. June is a well known figure shaking star.

MR. AND MRS. ANDREW RICHARDSON (Ann Adams) of Border Cities Industries, who were married recently at First Church United, Fort William.

MR. AND MRS. HAROLD A. THEOBALD (Frances Smith) who were married recently at Calvary United Church, Windsor.



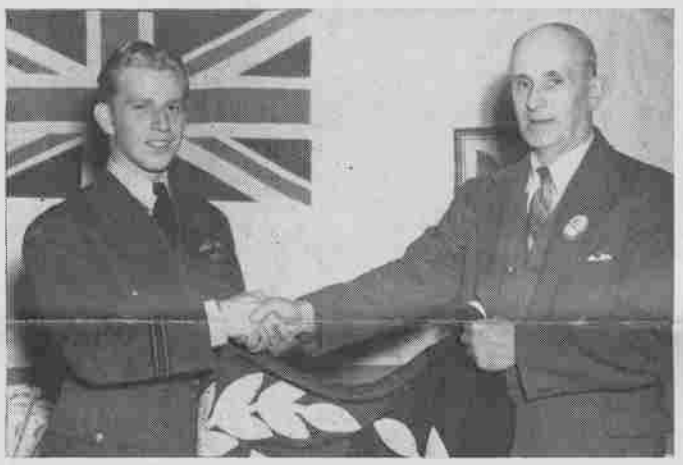
GM People in Pictures

A BIRTHDAY CELEBRATION on the job was the way George Venn, an inspector in the Cylinder and Cone Department at the Walkerville Engine Plant, decided to observe his 75th birthday recently. A valued employee at the Engine Plant, George Venn thinks that his job comes before anything else.

GM'S OLDEST DEALER, Tom Trapp of Newwestminster, B.C., shown above on horseback with a lance, is a Major in the Veteran's Guard of Canada.

TANGLED UP in this photograph is contortionist Anna Mae Paquette of the Walkerville Engine Plant office. It took some persuasion before we could use this photo.

RADIO AND CONCERT STAR of world fame Alex Templeton, who played his impressionistic music at the Oshawa merit flag ceremony, scoring a smash hit with ribbing ballad: "Wecker, McLaughlin and Highfield".



CITY OF OSHAWA SQUADRON MEMBER, Flight Lieut. Jackie Ray, presented the banner to Edwin Clarke on behalf of all GM employees. Veteran of many flights over Europe, Jackie thanked Oshawa people for comforts sent to their adopted squadron.

DEPARTMENT HONORS in the Fifth Victory Loan were carried off by the Aircraft Division. Here, Mrs. Margaret Arthur, star salesman of this division and wife of Pte. John Arthur, now a prisoner of war in Japan, accepts the special banner presented by General Manager, W. A. Wecker.

A THREE STAR BANNER was won at both our GM Border Cities plants. Here is a picture of the presentation at B.C.I. gun plant. Left to right they are: Flight-Sergeant Poole, R.C.A.F., Mr. Harry Fine, Mr. Cy Allen, Mr. W. Donald McGregor, Mr. Austin J. Deneau, Mr. R. A. Gladstone, Mr. Don Bennett and Mr. C. E. Mapes.

122% OF THEIR QUOTA with an average subscription of $160.00 per employee, was the noteworthy achievement at Border Cities Industries. Here the committee of canvassers, who led the bond buying are shown beside the objective chart which was set up early in the campaign. In congratulating the plant on its outstanding achievement, Mr. W. Donald McGregor said that B.C.I. ranked with the foremost firms in the Windsor area.

REGINA INDUSTRIES FLOAT IN THE FIFTH VICTORY LOAN PARADE The girls are the beauty contest finalists and the gun is a six pounder anti-tank. Regina Industries maintained the record of all GM plants in Canada by oversubscribing their quota more than 15%.

VICE COMMANDER OF THE POWER BOAT SQUADRON, Civilian Defence for Vancouver Island coast guard area, is W. A. Davis, GM dealer in Victoria, B.C. Above is the boat which Mr. Davis contributed to the war effort and in which he has spent many vigilant hours in the service of his country.

72 YEARS OF CAR SALESMANSHIP is the combined record of three salesmen shown here with J. B. Sangster, president of Mid-West Motors Ltd., Buick-Pontiac dealer in Regina. Left to right is a 1912 Saxon, Harold Higgins, salesman since 1924, Al Morrison, since 1919, Ted Buttrey, since 1913, J. B. Sangster and a 1942 Buick.

A LONG WAY FROM HOME like many another war worker and people in the armed forces this Christmas is Ella Rembsy, who works in the Aircraft Division at Oshawa. Ella's home is in Battle Creek, Sask.